



Herbert Ed Regan, Rear Admiral, USN

Herbert Ed Regan was born on April 8, 1900, in Carson City, Nevada, son of Edward Joseph and Nevada Catharine (Werner) Regan. He attended high school in Reno, Nevada, before his appointment to the U. S. Naval Academy at Annapolis, Maryland, from his native state in 1918. Graduated and commissioned Ensign in June 1922, he advanced periodically in rank to that of Rear Admiral, to date from July 1, 1948. On September 1, 1953 he was transferred to the Retired List of the U. S. Navy.

Upon graduation from the Naval Academy in 1922, he reported aboard the USS *California*, then flagship of the Pacific Fleet. He served in that battleship until January 1925, interspersed with duty from June 1923 until July 1924, as Assistant Communications Officer on the staff of the Commander in Chief, Battle Fleet, of which the *California* was then flagship. In February 1925 he returned to the United States for flight training at the Naval Air Station, Pensacola, Florida. Designated Naval Aviator on September 11, 1925, he remained at the Pensacola Air Station until November of that year, when he joined Fighting Squadron ONE, based on the aircraft carrier *Langley*, flagship of Aircraft Squadrons, Battle Fleet.

In July 1928 he was assigned to the Naval Air Station at Pensacola, as an Instructor, and in June 1930 rejoined Fighting Squadron ONE, operating from the USS *Saratoga*, flagship of Aircraft, Battle Force. He continued duty with that squadron until January 1931 when he transferred to Fighting Squadron THREE-B, based on the carriers *Lexington* and *Langley*, successively. For two years, between June 1932 and June 1934, he was assigned to the Maintenance Division, Bureau of Aeronautics, Navy Department, Washington, D. C.

Following duty with Scouting Squadron SIX-B, aviation unit of the USS *Omaha*, in October 1935, he joined Scouting Squadron TWO-B based on the USS *Saratoga*. He remained

in that latter assignment until October 1939 when he became Executive Officer of the Naval Air Station, Seattle, Washington. On October 31, 1939 he assumed command of the seaplane tender *Williamson* (a converted destroyer) continuing in command of that vessel until January 1941. For eight months thereafter he served as Operations Officer on the staff of Commander Patrol Wing FOUR, reporting in September 1941 as Executive Officer of the Naval Air Station, Trinidad, British West Indies. He was serving in the latter duty when the United States entered World War II, December 8, 1941, and was in command of that Air Station during his last month there, February 1943.

Ordered to the United States, he was in charge of the fitting out of the USS *Prince William* and assumed command of that vessel upon her commissioning on April 9, 1943. Detached from command of the escort aircraft carrier in March 1944, he reported as Chief of Staff and Aide to the Commander Carrier Division ONE, USS *Essex* flagship. For services in this assignment, he is entitled to the Ribbon for, and a facsimile of the Presidential Unit Citation awarded the USS *Essex*. The citation follows in part:

“...Spearheading the concentrated carrier warfare in forward areas, the *Essex* and her air groups struck crushing blows toward annihilating Japanese fighting power; they provided air cover for our amphibious forces; they fiercely countered the enemy’s aerial attacks and destroyed his planes; and they inflicted terrific losses on the Japanese Fleet and merchant marine units sunk or damaged...”

In August 1944 he was ordered to temporary duty with Fleet Air, West Coast, San Diego, California, and on November 28, 1944 became Commanding Officer of the Naval Air Station, Jacksonville, Florida. He remained there until June 1945 when he assumed command of the USS *Langley*. Under his command, the *Langley* transported officers and enlisted men eligible for discharge, to San Francisco, California. Returning to Pearl Harbor, Territory of Hawaii, she again took aboard passengers and on October 2, 1945, got underway for Philadelphia, Pennsylvania, where she participated in the Navy Day exercises on October 27. On November 15, she departed for the first of many trips to European ports, transporting Army troops home from that theater.

He next commanded the USS *Franklin D. Roosevelt*, between March and November 1946, after which he served as Commander Fleet Air Wing FOUR, Whidbey Island, Washington. On March 30, 1948 he became a Member of the General Board, Navy Department, and remained in that assignment until May 1949, when he joined the staff of Commander Naval Forces, Western Pacific, as Chief of Staff and Aide.

Returning to the United States, he reported on November 16, 1949 as Director of the Aviation Personnel Division, Office of the Chief of Naval Operations, Navy Department. He continued to serve as such until October 1950 when he

- Continued -

assumed command of Fleet Air Wing FOUR, with additional duty as Commander Fleet Air, Seattle, Washington. Detached from command of that wing in October 1951, he became Commander Carrier Division SEVENTEEN, and in May 1952 transferred in a similar capacity to Carrier Division ONE. He commanded that Division until November 1952, and served as Commander Fleet Air, Quonset Point, Rhode Island, until his retirement, effective September 1, 1953.

In addition to the Presidential Unit Citation Ribbon, Rear Admiral Regan has the World War I Victory Medal; the American Defense Service Medal, Fleet Clasp; the American Campaign Medal; Asiatic-Pacific Campaign Medal with four engagement stars; the World War II Victory Medal; the Navy Occupation Service Medal, Europe Clasp; the China Service Medal; the National Defense Service Medal. He has also been awarded the Order of the Phoenix with the rank of Commander from the Government of Greece.

He was married to the former Mary Jane Cosgrove of Cleveland, Ohio.